AS THEY BUILD SHIPS IN ENGLAND

Young Richmonder Now in Europe Writes Interestingly of Naval Architecture.

SOME FANTASTIC NOTIONS

Mr. Winston Has Little Faith in Some Recent, Ideas of Propulsion.

An exceedingly interesting paper, propared by Mr. J. M. Winston, of London, England, son of Mr. Robert L. Winston, of this city, is given herewith. A comprehensive resume of the shipbuilding of Great Britain for the year 1904 is presented by Mr. Winston, This young gentleman is a graduate of the V. M. I. (class 1900), and of mard architecture at the University of Glasgow. He is a member of Kappa Alpha fraternity, and is now employed in the scientific depart-

member of Kappa Alpha fraternity, and is now employed in the scientific department of Maury, Croft and Company, London. The paper follows:

The paist year here has been one of hopes and fears; fluctuations in the labor market, rise and full in prices. The cause of this was generally supposed to he the result largely of the South African war, the close of which threw in the freight market a large number of vessels previously chartered for government purposes. Freights decreased, and this was followed by depression in all shipbuilding districts, and the consequent reduction of staffs, as no new orders for vessels were being placed. This, of course, produced a fall in the prices of vessels, were being placed. This, of course, produced a fall in the prices of vessels were being placed. This, of course, produced a fall in the prices of vessels, the competition with foreign shipbuilders, assisted in some cases by bountles and subsidies, is very keen now, so that recovery from depression is a much slower process than in former years. However, the majority of builders are in a much better position than they were twelve months ago, while at the same time a lot of new work would require to be placed at better prices than that which is now being carried out to restore the industry to a thoroughly healthy condition. A good many ship owners took advantage of the very long periods, in some cases ten years, the price being, as a rule, 35 per ton of dead weight carrying capacity. Such a price, even with the low quotations prevailing for steel—American and German being imported at about \$5 per ton—did not afford much margin for profit. The addition to British shipping is less than for some years, but there has been an increase in the foreign owned tonnage built. Norway, Sweden, Austria, Germany and Greece have taken many ships at low rates, which will place them in an advantageous position for competing with English vessels.

World's Returns for '04,

| World's | Retur | ns for | '04 |
|-----------------|-------------|--|----------------------|
| | еняе!ы, | | Horse- |
| | No. | Tons. | Power. |
| Great Britain | 1,121 | 1,376,000 | 1,338,972 |
| United States | | | |
| of America | 454 | 324,175 | 334,035 |
| Germany | 282 | 271,942 | 381,927 |
| France | 95 | 143,390 | 244,435 |
| Netherlands | 199 | \$4,060 | 47,718 |
| Norway and | | N. CANADA | THE STATE OF |
| Sweden | 105 | 62,510 | 43,467 |
| Italy | 33 | 60,960 | 76, 100 |
| Japan | 71 | 34,016 | 43,841 |
| Austria- | | | |
| Hungary | 49 | 28,098 | 21,545 |
| Denmark | 21 | 13,836 | 11,855 |
| China | 68 | 12,702 | 3.078 |
| Belgium | 15 | 8,457 | 3,890 |
| Russia | 23 | 5,443 | 1,100 |
| Spain | 3 | 1,444 | ***** |
| Greece | MARK 2 46 | 35 | 570 |
| | OLD BOARDON | No. of Concession, Name of Street, or other party of the last of t | The control designed |
| Total . without | | | |

Great Britain, 1,124 1,050,783 1,016,351 *Per cent. of all naval to merchant ton-nage was about 9.85 in Great Britain. Per cent. sicam to total merchant ton-

lage, 98.

The day of the sailing ship seems to have passed; the number registered at Glasgow has decreased 128 within the

Glasgow has decreased by within the last en years.
Glasgow has the distinction of being the port of registry of the first Atlantic liner fitted with turbine machinery.—Allan Line's Victorian. She is in a sense a national craft, being for Scotch owners, built in Ireland, and engined with an Englishman's patent.

Where Ships Were Registered. Countries where British built, foreign owned ships were registered in 1994 are: Norway and Sweden, 62,165 Colonies and India. 14 53 colonies and India...



wined and dined, Just lay the heaviest

A whiskey for the gods.

Barbee Whiskey Bottled in Bond

Hand-made by the famous old process that brings the natural flavor to perfection. Ask for "Old Barbee." See that Government stamp is over cork.



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| inc. | Beef, Wine and Iron29 |
| 10c. | Bromo Seltzer |
| 25c. | Chamberlayne's Cough Syrup 17 |
| 20c. M | llk |
| \$1.5 | Tellow's Syrup Hypophos- |
| 22.2 | Wistohaula Caetonia |
| 50c. | Grove's Chill Tonic28% |
| 100. | Humphrey's No. 77, for Cold. 17 |
| 200. | Harper's Brain Food16 |
| 81 | Hooper's Tasteless Cod Liver |
| \$1 7 | Hancock's Liquid Sulphur 67 |
| 25c. | Juniper Tar17 |
| 500 | Lapactic Pills, 100 in bottle 28 |
| 25c. | Laxative Quinine Tablets, cures |
| 500 | cold in one night |
| DUG. | Liquozone |

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Cut Prices.

A SIX DAAS M

WING to the heavy sleet and cold, which prevented many people living in the West End at d suburbs of Richmond taking advantage of this sale, we feel it our duty to continue for ONE MORE WEEK, in order that each and every one in the city may have a chance to be benefited by this Great Slash in Prices. We will positively close this sale on SATURDAY NIGHT, February 18th.

| I at the six at fordul. #10 | SOAP DEPARTMENT. |
|--|--|
| 1 McEiree's Wine of Cardul | 50c. Castile Soap, green or white, imported, 3-ib bars for 18 is 25c. Cuttours Soap 16 is 50c. Cosmo Buttermik Soup 5 is 50c. Cuttoule Skin Soap 16c. Ivory Soap 16c. Munyon's Witch Hazel Soap 16c. Munyon's Witch Hazel Soap 16c. Pure Palm Soap 2c. per cake, or, per dozen 14 is 50c. Page and Gallet's Violet Soap 17 is 50c. Roger and Gallet's Violet Soap 17 is 50c. Toilet GOODS DEPT. 25c. Arnica Cream 14 is 51 Ayer's Hair Vigor 63 is 14 is 51 Ayer's Hair Vigor 63 is 51 is 51 is 51 Ayer's Hair Vigor 63 is 51 is |
| 5c. Virginia Worm Killer, best made for children and adults. 151/e. 16c. Window's Soothing Syrup. 16c. 16c. Warner's 3-gr. Lithia Trablots. 14c. 16c. Frazer's Liniment. 17c. 1 Liquid Peptonoids. 71c. 16c. Pear's Shaving Stick. 164/e. 16c. Pear's Shaving Stick. 114/e. 16c. Choir's Celery Caffein. 151/e. 16c. Choir's Celery Caffein. 151/e. 16c. Piso's Care. 151/e. 16c. Simmon's Liver Regulator. 16e. | 16c. Camphor Ice, with Glycerino |

| perfumed |
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| PERFUMES. |
| |

76c. Tragle's Violets of Virginia, the most insting perfume, per 75c. Wordworth's Violets of Sicily,

BRUSH DEPARTMENT.

MISCELLANEOUS.

15c. Self Pulling Corkscrow......Be 25c. Best Quality Lemon, Vanilla, Paregoric, Nitre, Peppermint and Jamacia Qinger, per bottle 12%c 10c. Envelopes......4e

Drops 56

See Menthol Inhaler 584

See Menthol Inhaler 584

See Menthol Inhaler 584

See Nursing Bottles 58

Incompany See 58

See Nursing See 58

See Nursing See 58

See Sarety Rasors complete 70

See Suspensories 70

See Tooth Picke 2000 in a box 58

See See Nursing Tablets 58

RUBBER GOODS

It Pure Rubber 2-quart Hot Water 18

RUBBER GOODS

It Pure Rubber 2-quart Hot Water 18

See 152

See 152

See 152

See 153

See 154

See 155

See 156

S EXTRA SPECIALS.

150. Hair Insoles, no cold feet......

100. Barl of Virginia Havana Cl-

7c. Solid Bauk Nall or Hand Brush. Se 5c. Best Writing Ink. Miles 5d. 14 lb. Chlorate of lime. Miles 10c. German Corn Plasters. 46

Directly Opposite Bijou Theatre.

TRACLE'S GUT- DRUG STORE 817 East Broad Street.

| The state of the s | |
|--|-------------|
| Russla | 12,540 |
| Denmark | 12,093 |
| South American Republics. | 7.278 |
| Dgypt | 4.436 |
| Spain | 3,556 |
| Belglum | 2.713 |
| Holland | 2.379 |
| United States of America | 1.226 |
| China | 80 |
| Portugal | A 44 |
| Other countries and unclass | Itled 7.509 |
| Van ean see from the above | tables the |

Other countries and unclassified. 7,509
You can see from the above tables that
America is out of the running with its
present legislative and economic conditions. The exceptional number of battleships, combined with the large occanmake up a respectable total tonnage. Of
course, however, it must be remembered
that government vessels are placed irrespective of ordinary trade conditions.
Ordinary shipbuilding costs thirty to thirty-five per cent, more than in Great
Britain. Nor can there be any change so

one being built for the same line, the Adriatic, which is slightly faster.

The Caronia, for the Cunard Line, which was recently launched at Clydebank, is also a monster, being the largest ship. Engineers prophesy that there is ships. Engineers prophesy that there is the two years ago the idea of a very long that there is sh

1 1 6

His Father's Bedside.

(Spacial to The Times Dispatch.)

DURHAM, N. C., Feb. II.—Mr. J. B. Duke, president of the American Tobacco Company, and his bride, reached here yesterday afternoon shortly after 1 o'clock on a specializatin from Greensboro. They are attending the bedside of Mr. Washington Duke, who fell and broke his left hip a short while ago.

Mr. Duke and his wife, who were married in New Jersey a short while ago, had pinned a most extensive European trip, sur what he cablegram reached them for the cablegram reached them for the cable of the content of the content of the content of the cable of the

The State Corporation Commission has issued charter to the Southern Bell Telephone and chegraph Company of Virginia; principal ice, Richmond, W. T. Gantry, president; F. Montague, vice-president; William H. nds. attorney, Richmond, V.a. Capital store, 9,000. Object to conduct a telephone and egraph company.

blood by the prompt elimination of wasto material.

Our grandmothers knew this when they dosed as with sulphur and molasses every spring and fall, but the crudity and impurity of ordinary flowers of sulphur were often worse than the disease, and cannot compare with the modern concentrated preparation of sulphur, of which Stuart's Calcium Wafers is undoubtedly the best and most widely used.

They are the natural antidots for liver and kidney troubles, and cure constipation and purify the blood in a way that often surprises patient and physician alike.

dition, and must, of necessity, have a market for our surplus products, this quarted on should receive not only the prompt and undivided attention and consideration of our representatives in Consequence of every American producer, merchant of every American producer, merchant and manufacturer who has the patricular and constitution or materia, I have been surprised at the results obtained from Stuart's Calcium Wafers. In patients suffering from boils and pimples and even deep-seated carbuncles, I have repeatedly seen them dry up and disappear in four or five days, leaving the skin clear and smooth. Although Stuart's Calcium Wafers is a proprietary article and sold by druggists, and for that reason taboocd by many physicians, yet I know of nothing so safe and reliable for constipation, liver and kidney troubles, and especially in gill forms of skin diseases, as this remedy." At any rate, people who are tired of pills, catharities and so-called blood "puriforms of skin diseases, as this remedy." At any rate, people who are tired of pills, catharities and so-called blood "puriforms of skin diseases, as this remedy." At any rate, people who are tired of pills, catharities and so-called blood "puriforms of skin diseases, as this remedy." At any rate, people who are tired of pills, catharities and so-called blood "puriforms of skin diseases, as this remedy." At any rate, people who are tired of pills, catharities and so-called blood "puriforms of skin diseases, as this remedy." At any rate, people who are tired of pills, catharities and so-called blood "puriforms of skin diseases, as this remedy."

ATTACKED À BURGLAR WITH ANCIENT SWORD

Intruder Wielded Sand Bag and Left Grocer Mortally Wounded.

(By Associated Press.)

PHILADELPHIA, PA., Feb. 11 .- As the

PHILADELPHIA, PA., Feb. 11.—As the result of an encounter with a burgiar John Sphroth, a middle-aged grocer, is dying at a hospital. His skull is fractured and his body is a mass of cuts and bruises.

Sphroth surprised the burgiar early today in the act of robbing his store. He attacked the intruder with an old cavalry sword and the thief wielded a sandbag. A bloody fight ensued and was terminated only by the arrival of the police. The burgiar escaped, leaving his victim inortally wounded.

Birds Frozen.

(Special to The Times-Dispatch.)
FREDERICKSBURG, VA., Feb. 11.—Partridges in some sections of the surrounding counties are reported to have been found dead in fence corners from cold weather and starvation.

Hoped, But Feared the Worst. Friday Vizer, a familiar negro about town in a certain part of Mississippi, had been found dead, and he being a member of no church or lodge-very unusual for a negro-thera was no one to pray for his soul in the great beyond. A few old intimates, however, carried the body to the cemetery in a rude pine coffin, and Bob Mcitaven, one of the number, an old

Bead Necklaces and Bangle Bracelets.

"Those who know" indorse the quality, appearance and We will be pleased to have

you call and see them.



"befor"-de'wah darkey" was called upon for a few remarks. Bob removed his hat and stepped reverently and sadly toward the open grave, and in solomn, funeral tones said:
"Friday Vizer, you is gone. We hopes you is gone whar we spects you ain't."—Lippincott's Magazine.

POEMS YOU OUGHT TO KNOW

Whatever your occupation may be, and however crowded your hours with affairs, do not fall to secure at least a few minutes every day for refreshment of your inner life with a bit of poetry.—Professor Charles Eliot Norton.

No. 417.

KUBLA KHAN.

By SAMUEL T. COLERIDGE.

Samuel Taylor Coloridge was born at Ottery St. Mary. Devenshire, 1712. He studied at Cambridge, but left without taking his degree. In 1795 he married Sam Fricker, Southey's sister-in-law; in the same year he moved to Bristol. Here he published, in collaboration with Wordsworth, the "Lyrical Ballada." In 1795 he went to Germany on an annuity from the Wedgewood brothers, but he soon returned to England and lived at Keswick. Later he went to London, where he lived at the house of Dr. Gilman and lectured on Shakuspeare and the fine arts. He died at London in 1834.

N Xanadu did Kubla Khan

Where Alph, the sacred river, ran, Through caverns measureless to man, Down to a sunless sea. So twice five miles of fertile ground With walls and towers were girdled round; And there were gardens bright with sinuous rills, Where blossomed many an incense boaring tree; And here were forests ancient as the hills, Enfolding sunny spots of greenery. The shadow of the dome of pleasure Floated midway on the waves, Where was heard the mingled measure

A stately pleasure dome decree,

From the fountain and the caves. It was a miracle of rare device, A sunny pleasure dome with caves of ico! A damsel with a dulciment In a vision once I saw; It was an Abyssinian maid, And on her dulcimer she played, Singing of Mount Abora. Could I revive within me Her symphony and song To such deep delight 'twould win me That with music loud and long

I would build that dome in air-That sunny dome! those caves of ice! And all who heard should see them there, And all should cry, Boware! Beware! His flashing eyes, his floating hair! Weave a circle round him thrice, And close your eyes with holy dread, For he on honey dew hath fed And drunk the milk of Paradise.

This series began in The Times-Dispatch Sunday, October 11, 1903. One is published each day

lo matter where you've odds, In Blue Grass only will

you find,

Jno. T. Barbee & Co., Louisville, Ky.

To return to the subject of British ship-To return to the subject of British ship-building from a naval architect's stand-point, there has been little to record, with the exception of the satisfactory evidence of the efficiency of the steart turbine. This has been established, firstby the Cunard Company, making is with a view of determining whether the turbine should supersede the recip-rocating engines in the two twenty-five knot liners now being constructed for hat company. Secondly, in the com-(two fitted with turbines, two fitted with engines), and, thirdly, by the recent trists of the cruiser "Amethyst." This leaves a conclusive proof that such prime movers will be used greatly in the future. I may say here that there were thirteen merchant vessels launched last year, fitted with turbines, and all have proved very successful.

The Liquid Fuel Board of the United States Navy have reported that engineering difficulties connected with the use of oil as a fuel have been practically solved. Altogether, it may be safely said that nothing prevents oil superseding coal to a very large extent, but the question of an adequate supply at ports of call.

Using Coal Gas. two fitted with turbines, two fitted with

Infried merchant vessels launched last year, fitted with turbines, and all have proved very successful.

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Using Coal Gas.

Coal gas is also coming into use for propulsion. There is now hullding in England a vessel of about 800 tons, which is propelled by coal gas from suction gaz producers. The advantages claimed are less coal consumed per one horse power per hour than with steam engines and less space occupied; the disadvantages, difficulty of control and reversing. Two new shipyards are in course of constuction on the Clyde, one of which, Messrs, Berdmon's, the great steel makers, is intended to be the most up-to-date yard in the world, covered in berths, &c., to take the coming 1,000-foot ship, the day of which does not seem very far distant. The new Cunarders are to be 760 feet long, eighty-seven and a half feet in breadth, with a depth of sixty feet, a draught of thirty-three to thirty-four feet, and a measurement of 30,000 tons gross. The dimensions are far in excess of any vessel at present in existence. This year there is no larger vessel than the White Star liner Baltic, which is 725 feet long, but that vessel will not retain first place long, as there is a larger vessel in an first place long, as there is a larger vessel in an first place long, as there is a larger vessel in an first place long, as there is a larger vessel in an first place long, as there is a larger vessel will not retain first place long, as there is a larger vessel will not retain first place long, as there is a larger.

EXETCH SHOWS ONE OF THE EXPRESS CUNARDERS, & IN OFFICE TO ONE AN IDEA OF HER USE THE

WASHINGTON MONUMENT IS TEMPORAPILY LAID ALONGSIDE OF HER. THESE VESSELS ARE YOUR BILLGOT, 25KT SPEED. THE RECORD IS NOW MELD BY KAISER WILHELM IT- SDAY, OHER ZOMM-SPEED STAY

The tonnage of these vessels range up to 12,000 tons dead weight.

Firms building small war vessels, as destroyers, torpedo boats and shallow draft steamers, have been very busy since the present war started, as nearly all the foreign governments are adding to their notilias. The recent war has fully demonstrated the value of small, fast vessels, such as destroyers; but it has not discredited in the least the heavy battlesship. In fact, an up-to-date navy must have all classes of naval vessels. I might say that the Whitehead torpedo has turned out to be not near as efficient as generally thought, but its makers are now putting upon the market an improved form of torpedo head, which is guaranteed to settle the largest war ship. The British government are now asking for designs for 33 knot destroyers and 25 knot torpedo boats, turbine driven, and are also experimenting with still smaller craft, namely, petrol launches, for use as torpedo boats. If they prove themselves

WHAT THE MINISTER SAYS

is Most Convincing.

long as American shipbuilders are compelled to buy their material from the highly protected stee! plants of the States, this tariff adding forty per cent to the cost of the home-built vessel. Under these conditions, of course, they cannot hope to compete with other course.

The tonnage of these vessels range up to terest were announced during the year. The idea of the man who is to make an stroyers, torpedo boats and shallow draft steamers, have been very busy since the present war started, as nearly all the present war started, as nearly all the foreign governments are adding to their these conditions.

Several inventions of shipbuilding interest were announced during the year. The idea of the man who is to make an Atlantic liner trayel at five hundred miles an hour, by creating a vacuum, into which she will be inclined to rush, is a little too impracticable for this ago. Another inventor proposes to obtain his motive power from a set of turbines located in a tube, running along the keel and driven by the rush of water through this tube when the vessel was going. I wender how he starts his vessel?

I see from the American papers that the government intends keeping up their policy of building and equipping an up-to-date mavy, which I understand is to be gradually increased until it ranks with the best. But what has she done for the merchant marine? Practically nothings, which is, from a commercial standpoint, of paramount importance. The fact that more than 90 per gent of American products are carried in foreign ships, and the condition of our shippards to-day (Richmond has an example in the Trigg Company, which, under fayorable conditions, could be operated successfully for the construction of small vessels. I have found few yards in this country better equipped for this work than our Richmond yard, and some day I hope we shall see it in full blast again), present to the American people a great conomic problem which not only seriously handicaps this great industry, but retards the development and extension of American desire the railroads of the sea," and now that our country is in a prosperous condition, and must, of necessity, have a market for our surplus products, this question should receive not only the prompt and undivided attention and consideration of our representatives in Congress, but the substantial ald and support of every American products of our grees, but the substantial ald make the patricula desire that the products of our grees out only the world in American yessels.

Lunenburg Railroon.

TOUR CUT SHORT.

Mr. J. B. Duke and Bride Visit His Father's Bedside.

Telephone Company.

What Sulphur Does

The mention of sulphur will recall to many of us the early days, when our mothers and grandmothers gave us our daily doso of sulphur and molasses overy spring and fall.

It was the universal spring and fall "blood purifier," tonic and cure-all, and mind you, this old-fashioned remedy was not without merit.

The idea was good, but the remedy was

mind you, this old-rashoned reinday was not without merit.

The idea was good, but the remedy was crude and unpalatable, and a large quantity had to be taken to get any effect.

Nowadays we get all the beneficial effects of sulphur in a paiatable, concentrated form, so that a single grain is in more effective than a tablespoonful of the crude sulphur.

In recont years research and experiment have proven that the best sulphur for medical use is that obtained from Calcium (Calcium Sulphide), and sold in drug stores under the name of Stuart's Calcium Wafers. They are small, chocolate coated peliets, and contain the active medicinal principle of sulphur in a highly concentrated, effective form.

Few people are aware of the value of the sulphur in restoring and maintaining bodily vigor and health; sultaining bodily vigor and health; sultaining the sultaining and the successions.

maintaining bodily vigor and health; sulphur acts directly on the liver and excretory organs, and purifies and enriches the blood by the prompt elimination of waste

Dr. R. M. Wilkins, while experimenting